

AN EXCELLENT
TABLE CLARET
ST. JULIEN
PER DOZ. QUARTS... \$8.00
" " PINTS ... 4.50
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

NO. 14787 號七十八與七千四萬一第一 日壹初月廿年壹十三號光 HONGKONG, WEDNESDAY, AUGUST 30TH, 1905. 三拜禮 號十卷月八年五零百九千一英港香 PRICE, \$3 PER MONTH.

**WATSON'S
HOUSEHOLD
AMMONIA**
FOR THE BATH, TOILET AND
HOUSEHOLD.
An Elegant Preparation, Delicately Perfumed,
Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.

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LIMITED.**
THE HONGKONG DISPENSARY.

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& CO'S**

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSSSEN & CO., Hongkong. [a65

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$4.50 per Case 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 1st March, 1905. [a1412

NOTICE.

GEO. FENWICK & CO., LTD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 35; approximate area 43,000
square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [a133

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 29th July, 1905. [a61

SIENTING
SURGEON DENTIST,
NO. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 3rd October, 1905. [a52

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.

QUAN WAH & CO.
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EXPORTERS AND CONTRACTORS.

Sole Agents of
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All descriptions of
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GRANITE AND MARBLE MONUMENTS.

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [a1602

RUINART PERE & FILS, REIMS.

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1905. [a221

LANE, CRAWFORD & CO.

LAST WEEK OF
REMOVAL SALE.

20 PER CENT REDUCTION
FOR CASH.

BARGAINS
IN
ALL DEPARTMENTS.

SALE CLOSES 31st INSTANT.

LANE, CRAWFORD & CO.

Hongkong, 24th August, 1905.

CHAMPAGNES.

POMMERY & GRENO, Sec, extra Sec and Mature, in Magnums,
bottles and ½ bottles.
BOLLINGER, Extra Quality, Extra Dry, vin. 1898, in Magnums,
bottles and ½ bottles.
RIESLER, Very Dry, in bottles and ½ bottles.
POY ROGER, vin. 1898, in bottles, ½ bottles and ¼ bottles.
LALON PERE ET FILS, vin. 1900, in bottles, ½ bottles and ¼ bottles.
IRROY CANTE D'OR, vin. 1898, in bottles and ½ bottles.
PAUL DOMMIER & CO. GOLD MARQUE, in bottles and ½ bottles.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

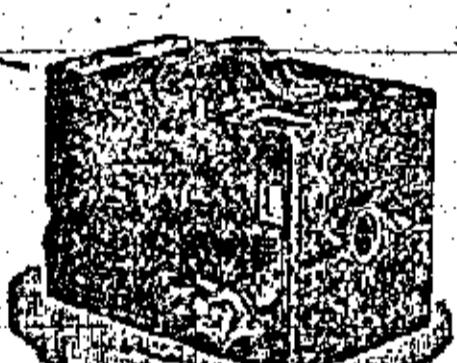
SOLE AGENTS,

15, QUEEN'S ROAD CENTRAL. [a37

Hongkong, 3rd August, 1905.

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DEVELOPING
AND PRINTING
UNDERTAKEN.



GOOD WORK,
PROMPT
RETURN

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,

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17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer.

NEXT DOOR to our FORMER ADDRESS.

Hongkong, 15th August, 1904. [a39

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AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VOBM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a54

IMITATED BUT NOT EQUALLED!

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NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL

COMPLAINTS ARISING FROM DEPRESSED VITALITY.

FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED,
CHEMISTS AND DRUGGISTS,

AND
AERATED WATER MANUFACTURERS.

(Crown Brand.)

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WINE,
MOET AND CHANDON'S
DRY IMPERIAL
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VINTAGES 1893 & 1898
PER CASE QUARTS \$57.00
PINTS 60.00
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Feehon's Household Management	5.50	THE BLACKENDEPER TYPEWRITER.	
Hidden Treasures, by Turner	3.70	[a35]	
Wager Magazine; New Volume	4.60		
Class Register of Instruction and Individual Progress	1.50		
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consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced. [a45

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OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.

HONGKONG AGENTS. [a34

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Selected. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a129

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W. Laird Clowes, Corrected to
June 9th, 1905. Numerous Plans
and Diagrams

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Written and Illustrations by Harry
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THE FOOL ERRANT, by Maurice Hewlett

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THE GRAND SLAM, by Rovoke

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Lord Eustock

THE EAGLE OF ELGIN, by G. W. Wong

NICHOLLS'S SEAMANSHIP AND VIVA
VOICE GUIDE, by A. E. Nichols

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MAINE'S ANCIENT LAW

EVERYDAY PEOPLE, by Chas. Dana

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SANDOW'S DEVELOPER.

SANDOW'S SYMMETRION (For Ladies).

ARDATH TOBACCO.

CRAVEN MIXTURE.

SANDOW'S DUMBBELLS. [a34

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO. LTD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905. [a193

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Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel
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ESTABLISHED AD. 1841.

AERATED
WATER
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THE WATER used is THE PUREST that can be obtained, and is SKILFULLY FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of latest design and most approved type.

THE BEST INGREDIENTS only are used.

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PURITY.ENGLISH
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A. S. WATSON & CO.
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Chemists by Appointment to H. E. the Governor.

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NOTICE TO CORRESPONDENTS.
ONLY COMMUNICATIONS relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No unprinted signed communication as that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: Press, Codes: A.B.C. 6th Rd., Lieben's.

P.O. Box, 33. Telephone No. 12

BIRTHS.

On 25th August, at 24, The Bund, Shanghai, the wife of H. W. Buckland, of a daughter.

1904

On 26th August, at 4, Fairview, Kowloon, the wife of F. C. Butchuk, of a son.

1905

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 30TH, 1905.

YESTERDAY there was another meeting of the Chinese Commercial Union, at which Mr. FUNG WA-CHUN explained what had happened in connection with the application for permission to hold a boycott meeting. We publish elsewhere correspondence that was read. It will be noticed that the application given to the Government no hint as to the purpose of the meeting, beyond saying that it would consider what steps should be taken by the Chinese residents of this Colony.

At the time we ventured the opinion that this was an application that the GOVERNOR might properly refuse to grant; and subsequent events strengthened that opinion. We have good reason to believe, now, however, that the conveners of the meeting, supposing it had been permitted, intended to give the rank and file of the boycotters some very good advice. Having discovered the frame of mind of the mob, however, it is just as well that there is to be no meeting, as that advice, if given, would have been neither palatable or effectual.

Mr. FUNG WA-CHUN informs us that, although he has been reviled and calumniated by the ignorant rabble who believed him a traitor because he insisted on constitutional action, and bowed to the law of the Colony, he is still in sympathy with the boycott movement, and proud of the patriotic unity of which his countrymen have shown themselves capable. We suggested that the defamatory placards

and threats were evidence of disunion more than union; but "all that kind of thing," he said, "is confined to the ignorant, uneducated masses." "Precisely," we urged, "but is it not to the masses that this movement has addressed its propaganda? While so many of your countrymen are uneducated, is not a boycott a dangerous weapon to employ? Most of the propaganda has been of a nature that does not appeal to the reason of the reasonable and well informed, but was directed rather to inflaming the passions of the illiterate. A unity secured by such trickery, as insults to flags, threats to individuals, defamation of characters, pictures showing exaggerated instances of brutality to Chinese, and so on, is no real or abiding unity, like the unity based on conviction in the minds of your fellow members of the Chinese Commercial Union."

Mr. FUNG WA-CHUN expressed his agreement, and admitted that those who had so misjudged his own attitude in the matter were incapable of realising the true position of affairs. But it was his hope that at such a meeting he would have been able to inculcate sound views. He would, he tells us, have advocated the boycott; but on more rational and conservative lines. He would have told them that many of the things they wished to boycott were really English, and in any case too unimportant to demand attention. He would have advised them to attack America's most important exports, such as flour and kerosene. "Yes, and even in American ginseng, in which I have dealt," he added. "I would have said 'boycott that.' But he would have told them, moreover, after the promise of President Roosevelt, to wait awhile and give the American President a chance to implement his pledges. That, he now admits, would not have been palatable. They felt that if they did not prosecute the business to the bitter end they would never succeed in showing that they were in earnest. We regard this as almost an admission that the agitators realise how unstable are the foundations of their movement. Passion quickly aroused is succeeded soon by apathy. Mr. FUNG WA-CHUN sees now that if the meeting had been sanctioned and held, the reasonable members of his community would have been shouted down, and he is therefore, not disappointed by

His Excellency's decision that "other methods" of influencing American legislators must be sought for. He is, in fact, so disgusted by the whole business that he is inflexibly determined to resign his chairmanship of the Chinese Commercial Union; which, by the way, strikes us as being rather hard upon his colleagues in that body, who have supported him loyally, and have shown no sympathy with his traducers. It is to be hoped that he may re-consider his decision before the date of the meeting at which it is to be considered. Although the Union is not an association for the conservation of the interests of the labouring classes, Mr. FUNG WA-CHUN appears to occupy a very similar position in the premises to that enjoyed (save the mark) by the honestest sort of labour leaders in England, who have always found the loyalty and intelligence of their proletarian constituents negligible quantities—as little to be trusted as the proverbial "favour of princes."

The English Mail of the 29th July was delivered in London on the 26th inst.

A writ claiming \$170,000 has been taken out by the Colonial Treasurer against the Opium Farmer for not paying the amount due on his opium monopoly for the month of August.

An American baby boy, born at Manila on the 23rd inst., had two distinct heads. It did not live; and is now retained, according to the *Cablemen*, "in the interests of science" by Dr. Palmario.

The 119th Infantry take over the Kowloon City Range from the Royal Engineers to-day (Wednesday).

Torpedo boat No. 33 will be launched from the Hongkong Naval Yard on Thursday next about 7.30, according to tide. It has been reclassified under the supervision of Mr. Cotter, inspector of shipwrights.

A reward of \$500 is being offered for information which will lead to the apprehension of the person or persons who were concerned in the murder of one Lan Yan, a cook, at 20 Hillier Street, on 12th August, 1905.

At Yamantai Bay at noon yesterday Mr. G. P. Lammer, auctioneer, put up for sale by public auction the steam launch *Yut Sun*, which is built of teak. Her length over all is 51 feet, breadth 13 feet and depth 7 feet, while her gross tonnage is 55 tons. She can travel at a speed of 10 miles an hour, and in 24 hours consumes two tons of coal. Mr. Chung Shuk Kee was the purchaser, the price paid being \$4,700.

Some excitement was created in Gough Street, on Monday night, by the report that a mad dog was running about. A constable tried to kill it with a bamboo, but failing, drew his revolver and shot it. The usual post mortem examination was held at the public mortuary, and it was found that the animal was in a bad state of

TELEGRAMS.

[REUTER'S SERVICE.]

THE PEACE CONFERENCE.

LONDON, 27th August.

There is no development of the situation in Portsmouth; the Russian attitude is unchanged, and the Japanese have made no fresh proposals; it is understood that President Roosevelt is continuing his efforts.

The Conference adjourned, after sitting an hour and a half on Saturday, till Monday.

The American Ambassador in St. Petersburg had a conference with Count Lambsdorf this afternoon.

M. Witte states that the last adjournment of the Conference was made at the request of Baron Komura; he presumes, therefore, that Japan intends to make fresh proposals on Monday.

The tone now prevailing in St. Petersburg is pessimistic, and the Russian Government still ostensibly affirms its refusal to concede an indemnity in any form.

THE ANTI-AMERICAN BOYCOTT.

LONDON, 27th August.

It is stated in Seattle that the Chinese Boycott has paralysed the Pacific flour trade. All orders for September shipments have been cancelled.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The Governor's Cup competition for August was from the 500 yards range. Fourteen shots in two series of 7 rounds each, with a possible of 70. Mr. J. C. Gow is again the highest score; he having made the possible 14 bullseyes.

The principal scores were as follows:—

J. C. Gow	70	scr.	70
J. Parkes	66	"	66
W. B. Boyce	58	+ 8	66
J. H. Pidgeon	63	scr.	63
A. Mackenzie	61	+ 2	63
W. J. Rattey	62	scr.	62
E. W. Dawson	55	+ 6	61
W. H. T. Davis	56	+ 4	60
Sir Francis Piggott	54	+ 6	60
J. McCubbin	50	+ 8	58
J. E. Bingham	28	+ 30	58
C. E. H. Barter	52	+ 4	56
E. Fisher	51	+ 4	55
R. H. King	39	+ 16	55
A. Moir	47	+ 6	53
G. H. Wakeman	45	+ 8	53
J. Hutchings	33	+ 20	53
T. K. Dealy	23	+ 30	53
L. G. Bird	48	+ 4	52
E. W. Terrey	75	+ 16	51
J. Whittall	50	scr.	50
W. T. Edwards	36	+ 14	50

Mr. Gow, having already won one of the China Mail Cups, Mr. J. Parkes becomes the winner of that Cup for August.

GAME LICENCES.

It was notified in a Gazette Extraordinary on Monday that His Excellency the Governor, by virtue of the powers vested in him by The Wild Birds and Game Preservation Ordinance No. 6 of 1885, as amended by Ordinance No. 8 of 1904, has been pleased to fix a fee of \$50 for licences to shoot and take wild birds and game over the following areas:—(a) The Island of Lantau; (b) That portion of the New Territories (Tung Hoi and Luk Yueh Districts) bounded on the south-west by a line drawn between the villages of Shatin and Cheung Kwan O (Junk Bay) and on the north by the ridge of the hills nearest to the waters of Thresham's Cove, Tolo Channel, Head Cove, Long Harbour and Fang Head (Mirs Bay); (c) The Islands to the south of the area (6). The fee for license to shoot and take wild birds and game within areas other than those above defined will continue to be \$10 a year as provided by Government Notification No. 727 of 1903. Every licence will be in force for the period of one year from 1st September, 1905.

THE GOLDEN CHANCE.

The Chinese have been caught removing American trademarks from American piece goods and selling the tales as English. They sometimes overlook the fact, not being able perhaps to read, that there may be another tell-tale mark underneath the tale. We may expect to find German marks figuring conspicuously on goods hitherto known to be exclusively of American manufacture, and in this way American trade may possibly suffer loss than is anticipated. Other nations will of course not lose a good opportunity, and according to the *Shen-pao*, Messrs. Arnhold, Karberg and Co., and Agents for the Asiatic Petroleum Company, Ltd., of Chinkiang, have despatched their representatives to Kiukiang and other ports on the Yangtze to extend their business in petroleum taking advantage of the boycotting of American goods, as the natives will not buy the Standard Oil Company's oil. *—Tientsin Times.*

THE "STYME" IN GOLF.

The styms must be no less ancient than the game of golf itself. The idea that the styms might be disposed of by sheer force never was entertained by golfers. It seems, however, that we must disabuse ourselves of these old-fashioned notions. The Rules of Golf Committee have decided that it is permissible to play a styms ball hard against the opponent's ball with the object of knocking the latter away and holding the ball in play by following through. If this stroke be generally adopted, it would be well to abolish the styms altogether, and allow the interloper to be lifted without penalty. It is opposed to sportsmanlike feeling, as it is also to the spirit of the game and its ancient traditions. To the owner of the stymed ball it gives an undue advantage, and severe punishment for no fault committed is met out to his adversary.

A reward of \$500 is being offered for information which will lead to the apprehension of the person or persons who were concerned in the murder of one Lan Yan, a cook, at 20 Hillier Street, on 12th August, 1905.

At Yamantai Bay at noon yesterday Mr. G. P. Lammer, auctioneer, put up for sale by public auction the steam launch *Yut Sun*, which is built of teak. Her length over all is 51 feet, breadth 13 feet and depth 7 feet, while her gross tonnage is 55 tons. She can travel at a speed of 10 miles an hour, and in 24 hours consumes two tons of coal. Mr. Chung Shuk Kee was the purchaser, the price paid being \$4,700.

SUPREME COURT.

Tuesday, 29th August.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUSINE JUDGE).

MOOSDEEN V. MOOSDEEN.

The plaintiff, Mrs. Zaharab Moosdeen, of No. 124 Wan Chai Road, claimed from the defendant, A. R. Moosdeen, of Messrs. Arnhold, Karberg and Co., Canton, the sums of \$110 due for the months of April and May, and \$160 due for the months of June and July, for alimony, after the agreed rate of payment.

Mr. E. A. Bonner (of Messrs. Denys and Bowley) appeared for the plaintiff, while the defendant, who was absent, was not represented.

Mr. Bonner stated that the plaintiff's claim in the first action was for \$80 for the month of May, and \$30, arrears for the month of April, at the agreed rate. In the second action she claimed \$80 for the month of June, and \$30 for the month of July. The writ was served out of the jurisdiction of this court, and he would proceed to serve the process.

Chau Fok, an interpreter in the office of Messrs. Denys and Bowley, and a British subject, stated that on the 19th August he went to Messrs. Arnhold, Karberg's office, at Shamian, and saw the defendant. He said to him— "Here are two writs for you." Defendant refused to take them and took witness to the British Consul. The Consul told him he had no right to serve the writs, and that she remained at the house up to, at any rate, midnight; whereas it is truth and in fact, she never went to 6, East Road, after 9 p.m., as Ledbury knew at the time when he so disposed.

The first point was that on 9th November, 1904, he said he saw plaintiff leave her residence, Chorab Villa, Observatory Road, Kowloon, at 9 p.m., go to the house of one John Lime, at 5, East Road, Kowloon, that on her arrival at the door of the house she was received by John Lime, who kissed her and put his arms round her waist, and that she remained at the house up to, at any rate, midnight; whereas it is truth and in fact, she never went to 6, East Road, after 9 p.m., as Ledbury knew at the time when he so disposed.

The second point was that plaintiff said he saw plaintiff mislead herself with the said John Lime at her residence on January 6th, 1905, at 10 p.m. Whereas, in truth and in fact, such never took place, as the prisoner well knew at the time he was giving evidence.

The third point was that plaintiff said he saw plaintiff mislead herself with the said John Lime at her residence on January 6th, 1905, at 10 p.m. Whereas, in truth and in fact, such never took place, as the prisoner well knew at the time he was giving evidence.

Mr. E. A. Bonner (of Messrs. Denys and Bowley) said that the plaintiff had been remanded till Friday, bail being fixed at \$2,500.

BAIL ESTABLISHED.

Lui Tsui, who was charged last week with

forgery in order to secure the position of postman for a certain individual, failed to answer to his name, and his bail of \$400 was arrested.

MANSLAUGHTER.

Wong Kee, cook, was charged on this charge

in connection with the death of an apprentice

glass-blower named Choy Kwong at No. 1, Yuk San Lane on the 18th instant.

Inspector Collett informed His Worship that the service was good. The plaintiff said that on the 18th instant deceased and defendant were working together and had some little dispute over the deceased taking certain work out of the defendant's hands. Deceased threw a piece of glass at the defendant which struck him on the forehead. Defendant, thereupon turned round and struck the deceased a number of blows, one of which ruptured his spleen.

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the company's hotel, at 12.15 p.m. on Saturday, the 2nd September, reads as follows:

Gentlemen.—In accordance with section 56 of the articles of association, the directors now beg to submit their report for the half-year ended 30th June, 1905.

ACCOUNTS.

The profit on working account amounted to \$114,510.90 as compared with \$15,077.67 for the corresponding period of 1904, being an increase of \$10,433.23.

The profit and loss account, including the sum of \$3,554.92 brought forward from 31st December, 1904, shows a credit balance of \$105,126.40, which your directors propose to approve as follows:

To pay a dividend of 10 per cent. \$80,000.00
To transfer to repairs and renewals account 30,000.00
To write off value of electric installation 5,000.00
To carry forward to new account 10,126.40

\$105,126.40

VALUE OF PROPERTY.

The company's land and buildings property has been, quite recently, re-valued by Messrs. Palmer and Turner, and the property account written up by the amount of the additional value (\$54,575.78), the reserve fund being credited with an equivalent sum.

INCREASE OF CAPITAL.

The directors propose, later on, to recommend to shareholders the advisability of doubling the present capital of \$6,000,000, by transferring that sum from the reserve fund to capital account.

ISSUE OF NEW CAPITAL.

As there is urgent need of additional funds to repay the overdraft due to the Hongkong and Shanghai Banking Corporation, and to complete the payments for the new building on the reclamation known as "Hotel Mansions," the directors desire, at an early date, to obtain the sanction of the shareholders to the issue of additional new capital which they hope can be floated at a high premium.

REPAIRS AND RENEWALS ACCOUNT.

It will be noticed that it is proposed to place the large sum of \$30,000 to this above account.

This is considered necessary to meet the cost of extensive repairs to the old buildings which are urgently needed, and possible renewal of the hydraulic lifts which are by no means equal to the requirements of the present day.

DIRECTORS.

Mr. W. Purfitt retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have been audited by Messrs. H. U. Jeffries and J. E. Bingham (the latter in the absence of Mr. A. R. Lowe, C.A.) who offer themselves for re-election.

W. PARFITT.

Chairman.

Hongkong, 29th August, 1905.

ACCOUNTS AS FOLLOWS:

BALANCE-SHEET.

31st June, 1905.		
LIABILITIES.		
Capital—		
12,000 shares at \$50 each (fully paid-up) 600,000.00		
1,000 mortgages debentures \$ 50,000.00		
Less 20% mortgages debentures held by the company 134,000.00		366,000.00
Reserve fund, as per last account 100,000.00		
Since added, being increase in value of property as per last account 548,975.78		20,556.00
Trade creditors 31,071.00		
Unclaimed dividends 1,807.00		
Hongkong and Shanghai Banking Corporation (current account) 1,807.00		
Repairs and renewals, balance as per statement 105,126.40		
Profit and loss account, balance as per statement \$1,911,935.15		
ASSETS		
Value of Marine Lot No. 3 and remaining portion of Marine Lot No. 4 372,045.69		
Remaining portion of Marine Lot No. 7 364,168.20		
As per last account 740,133.83		
Add increase in value 325,220.00		1,005,380.00
Trade and navigation (Marine Lot No. 8) cost of land, as per last account 22,330.42		
Add increase in value 229,749.68		251,140.00
Building thereon—Hotel Mansions, payments on account to date 301,735.40		
Cost of three houses in Sections B, C, and D of Land Lot No. 80 33,000.00		
Cost of Kowloon Farm Lot No. 3, Section A 39,326.50		
Furniture and fixtures, as per last account 62,022.42		
Less written off, as per last report 12,092.92		50,929.00
Since added 15,117.18		65,117.18
Installation of electric light, as per last account 31,228.74		
Less written off, as per last report 1,228.74		30,000.00
Since added 30,055.49		48,988.71
Stocks of linen, crockery and glassware, as per last account 5,796.31		
Stock of wine, provisions, household articles, and similar articles, per last inventory 30,555.31		
Shares of stock attaching to last year to 31st December, 1905 1,257.67		
Fire insurance, unexpired premium 2,439.53		
Value of steam launch, as per last account 7,000.00		
Less written off, as per last report 2,000.00		5,000.00
Since added 35,404.97		36,404.97
Sundry debtors 3,107.00		
Hongkong and Shanghai Banking Corporation (unclaimed dividend account) 1,206.71		
Cash in hand \$1,911,935.15		

PROFIT AND LOSS ACCOUNT.

For the Six Months ending 30th June, 1905.

Dr.

To bad debts and refunds \$10,19

To crown rent 2,643.35

To rates 2,351.33

To debenture Int. on \$500,000	\$15,000.00
To loss returned on debentures held by the company	4,024.11
To interest account	3,324.35
To directors' and auditors' fees	3,250.00
To amount transferred to reserve fund being increased value of properties	548,975.78
To balance, to be appropriated as follows:	
To pay a dividend of 10 per cent. \$80,000.00	
To transfer to repairs and renewals account 30,000.00	
To write off value of electric installation 5,000.00	
To carry forward to new account 10,126.40	105,126.40
	\$873,022.60

THE NEW CROQUET.

Cr.	
By balance from 31st December, 1904	\$88,876.58
Less dividend at 10 per cent. \$80,000.00	
Less transfer to repair and renewals account 10,000.00	
Less written off furniture and fixtures 12,000.00	
Less written off steam launch 2,000.00	
Less written off electric installation 1,228.74	3,521.66
	\$873,022.60

Cr.	
By rents of shops and offices, old building \$88,115.00	
By rents of shops and offices, new building 2,287.50	10,402.50
By dividends on shares in public companies 524.50	
By scrip and transfer fees 24.00	
By amount transferred from property account less increase of value 548,975.78	
To profit on hotel working account for the six months ending 30th June, 1905	114,510.90
	\$758,922.60

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

MR. OLIVER BAINBRIDGE AT HONGKONG.

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
By amount transferred from profit and loss account, as recommended in last report 10,000.00	
	\$10,000.00

Cr.	
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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Two extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only reply for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancellation.

Telegraphic Address: "Press, Cotes, A.P.C., 6th Esplanade."

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAO. (Taking cargo at through routes to PERSIAN GULF and BAGHDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Cogito, will be despatched as above on MONDAY, the 14th September, at NOON. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 30th August, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLUECH" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th September will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September, or they will not be recognised. All broken, chafed, and damaged Goods will be left in the Godowns where they will be examined on the 5th September, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 29th August, 1905.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING

of the Club will be held at the Pavilion Happy Valley TG-MORROW (THURSDAY),

31st inst., at 3.30 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing Officers and Committee.

L. E. BAILETT, Hon. Secretary.

Hongkong, 29th August, 1905.

ST. ANDREW'S SOCIETY, HONGKONG.

THE ST. ANDREW'S SOCIETY OF

HONGKONG propose to AWARD

PRIZES to CHILDREN of Scottish-parentage

who may evince the best knowledge of

SCOTTISH HISTORY. An examination will be

held in February, 1906.

For further particulars apply to

W. ARMSTRONG,

Hon. Secretary

(Care of BUTTERFIELD & SWINEY)

Hongkong, 28th August, 1905.

1905.

INTIMATIONS.

NOTICE OF REMOVAL.

L. F. COOKE Coal and Provision

Merchant, Commission Agent, Ship

Chandler, Stevedore, General Contractor,

Ship's Painter, Caulker, Pigger, Sail and Flag

Maker, Engineer's Fitter, &c., will REMOVE

on the 29th inst.

From 25 & 30, POTTINGER STREET,

to

53, CONNAUGHT ROAD,

PRAYA CENTRAL.

Hongkong, 25th August, 1905.

INTERNATIONAL BANKING

CORPORATION.

ON AND AFTER MONDAY, 28th inst., the business of this Corporation will be carried on in their NEW PREMISES at No. 9, Queen's Road Central.

Hongkong, 26th August, 1905.

NOTICE OF REMOVAL.

THE CHINA COMMERCIAL S. S. CO.

LD., has REMOVED its Offices to the

HOTEL MANSIONS, 1st Floor, Front.

Hongkong, 22nd August, 1905.

1905.

NOTICE.

LESSONS IN FRENCH.

NEW and easy method of learning French

in a few months, mainly by conversation

by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R., Care of Office of this Paper.

Hongkong, 16th August, 1905.

1905.

NOTICE.

THE HONGKONG AND CHINA GAS

COMPANY, LIMITED, beg to notify

the public that in addition to the recent

REDUCTION IN PRICE OF GAS TO

\$3.00 PER THOUSAND CUBIC FEET, they now

offer the following FAVOURABLE TERMS

TO INTENDING CONSUMERS.—

1. SERVICES up to 50 feet in length will

be laid FREE.

2. NO CHARGE will be made for METER-

FIXING.

THESE CONCESSIONS will only apply

to houses in which the work of fitting internal

pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting

will be supplied WITHOUT COST to intend-

ing or existing customers.

The Company hire or sell all kinds of Gas

Fittings whether for Heating, Cooking or

Lighting and INVITE INSPECTION of

their Stock at their NEW SHOW ROOMS at

WEST POINT.

GEORGE CUREY,

Local Secretary.

Hongkong, 14th June, 1905.

1905.

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or

preceding the Departure of the English Mail;

also Table of Yearly Approximate Averages

FOR SIX YEARS,

FROM

1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY

PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

1905.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 5 o'clock

This Afternoon.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 4th September will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on Monday, the 4th September, at

9.30 A.M.

All Claims must reach us before the 9th

September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHE LLOYD,

MELCHERS & CO., Agents.

Hongkong, 29th August, 1905.

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Optional Cargo will be forwarded unless

NOTICE.

TO the POLICY HOLDERS of the EQUITABLE LIFE ASSURANCE SOCIETY of the UNITED STATES.
Owing to false and greatly exaggerated reports having been circulated, I beg to announce—by authority of the President, Mr. Paul Morton—that the Financial Soundness, Integrity and Surplus of the Society have never been brought into question. On the 30th June last, the available assets had increased by Gold \$7,296,252.

F. KIENE,
Manager.
Hongkong, 25th August, 1905.

[1835]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 77.

CAMBRIDGE and WHAMPOA BARRIERS, widening of channels through.

NOTICE IS HEREBY GIVEN that the channels through the CAMBRIDGE and WHAMPOA BARRIERS in the Front Reach approach to Canton have been widened and deepened as follows:—

CAMBRIDGE BARRIER. A length of 112 feet of the Southern end of the central section of this Barrier has been removed and the channel through it has now a width of 440 feet with a least depth of 16 feet at Low Water of Spring Tides.

WHAMPOA BARRIER. A length of 150 feet of the Southern end of the central section of this Barrier has been removed and the channel through it has now a width of 490 feet with a least depth of 9 feet at Low Water of Spring Tides.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 21st August 1905.

"SEETON."

A FIRST-CLASS FAMILY HEALTH RESORT.

Splendid Bathing Facilities for Adults and Children.
Separate Bathing Accommodation for Ladies and Gentlemen.
Lawns suitable for private parties and picnics let by arrangement.

First-Class Refreshments only supplied:
Picnics catered for.

Special launches will leave Blake Pier on the following days (weather permitting): Tuesdays and Thursdays, leave at 5.15 p.m., return at 7 p.m.

Saturdays, leave at 3.15 p.m., return at 7 p.m.
Launches will call at Police Pier, Kowloon, on Saturdays and Sundays.

Return tickets (including refreshments) \$1.00.
For further particulars please apply to the undersigned.

SAMUEL SEE, Manager,
Care of 15, Connaught Road Central,
Hongkong, 17th August, 1905.

[1895]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have available 40,000 Cubic feet of Cold Storage available EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.

W. M. PARLEAU, Manager.
Hongkong, 16th November, 1901.

[1895]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULZETZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20-BORE and NEWCASTLE CHILLED SHOT in 12 Bore, No. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong, 28th November, 1902.

[1895]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO. LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,

Manager.

Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905.

[1895]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. I. A. B. C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714...
Width of Entrance on Top... 96...
Width of Entrance on Bottom... 88...
Water on Blocks at Spring Tide 34...
Water on Blocks at High Tide 34...

DOCK No. 1.

Extreme Length... 529 feet.
Length on Blocks... 513...
Width of Entrance on Top... 88...
Width of Entrance on Bottom... 77...
Water on Blocks at Spring Tide 26...
Water on Blocks at High Tide 26...

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 364...
Width of Entrance on Top... 60...
Width of Entrance on Bottom... 55...
Water on Blocks at Spring Tide 22...
Water on Blocks at High Tide 22...

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

THE GLUT AT THE KOBE CUSTOMS.

VIEW OF A COTTON EXPERT.

The Japan Chronicle says:—The question of the accommodation at the Kobe Customs is one of vital importance to the port, that any information regarding it is of interest. Yesterday a representative of the Chronicle sought the views of a well-known expert in cotton on the matter. This gentleman has made a close study of the problem in all its bearings, and his opinion is of considerable value.

"The cause of the trouble," he said, "is the insufficient accommodation at the Customs: there is no question about that. But the responsibility for any damage or delays arising from this has never been fixed, either by means of commercial documents or by the customs of the port. Indeed, the rules governing the recognized customs of the port are so vague in themselves that from a legal standpoint neither of the parties handling goods from a steamer until the time that the goods are delivered to the consignee can be made responsible in a clear and direct way."

"The steamship companies, as a matter of course, take the stand that they are carriers and that their responsibility ceases as soon as the goods arrive at the port of destination. It is, however, the steamship companies who have settled themselves with a certain responsibility, which responsibility has become a custom of the port. Merchants have come to expect the steamship agents to discharge their goods for them: the custom was inaugurated by the steamship agents with a view to obliging the consignees, and so it has come about that under ordinary circumstances the steamship agents in Kobe and other ports in Japan have always taken the responsibility for the handling, sorting out, storing, and sound condition of the goods during transit; from on board the vessel until delivery.

"The conditions existing at the present time, however, are different, if not quite exceptional—they are absolutely extraordinary. The Customs officials compel the steamship agents to land goods at places which afford no protection whatever against bad weather, and enormous damage has been done recently by rain and exposure, for which the consignees would seem to have no redress.

"Who is responsible for this? The Customs officials do not recognize any responsibility; the steamship agents have no means to fulfil the obligations which they have taken upon themselves; and the merchants are in just the same position, as they have no right to interfere.

"With regard to the responsibility of the Customs, a word ought to be said. The merchants simply receive the cotton from the Customs-house officials under the authority of the Customs-house passes, and so any mistake, any damage, any delay which is occasioned either by insufficient space, insufficient means of discharging mistakes in the delivery or identification of goods—all these things, which are actually of frequent occurrence, are brought to the door of either steamship agent or merchant. In comparison with the big ports in other countries, the conditions are totally different. In other countries you have big dock companies who undertake the discharging and storing of cargo. Here the same work is done by four or five different undertakings, the extent of whose responsibility is not fixed, so that it is difficult to take action against them.

"One reason for the present condition of things in regard to the accommodation and means of landing goods in Kobe has been what I may term the standing still of the mercantile community for so many years while the trade of the port has progressed very rapidly, and this stagnation in the matter of landing arrangements is the root of all the trouble. In my opinion the Customs people cannot be made wholly responsible for not providing the accommodation and means for handling the goods landed.

Importers, exporters, merchants, and those interested in industry and produce have been responsible for building up the trade of the port, and they have allowed matters to drift on.

You cannot say to the Customs House: "You must put up godowns and other buildings to accommodate our particular goods." All must work together and in harmony for the attainment of a common object. Everybody is more or less to blame for the neglect shown in the past, and all interests concerned have now to bear the responsibility of that neglect.

"Although it must be some time before any real remedy is found, there are signs of improvement. The Mitsui Bussan Kaisha has, I believe, taken steps to erect sheds in their compound at Kobe and Yokohama, while a scheme is in the air to cover a large area of the Customs compound at Minatogawa with roofing, and other proposals for the improvement of the existing conditions are under consideration.

"It would be a good thing, I think, if the Chronicle advised the steamship agents to take the landing of goods into their own hands, and not to allow any person to handle cargo until it is delivered to the consignee. To the merchants the same advice might be given, and they should refuse to receive the cotton from anybody but responsible persons. The goods ought to be delivered from the steamer direct to the merchants and not dumped down in the Customs compound 'until called for.'

"I may remark that the deliveries of cotton to the merchants are always very troublesome, and it is said that landing agents and delivering agents are much to blame for many of the mistakes which have been made. Through this accumulation of cotton and the unsatisfactory landing and storing conditions, merchants have without doubt lost a large amount of money, and it is not too much to say that during the past three or four months at least \$100,000 has been lost in this way. As I have said, there are signs of an improvement, but it will be difficult to effect a radical change for some time yet. At least it would be advisable that merchants and steamship agents should meet and consult between themselves and instead of fighting about claims try to find a means of avoiding further losses."

ANOTHER ESTIMATE OF THE JAPANESE.

"PRACTICAL, HARD-HEADED, MATERIALISTIC."

M. A. R. Colquhoun, the well-known author of "The Mystery of the Pacific," recently contributed an interesting article to the *Morning Post* on the racial characteristics of the Japanese. He writes as follows:—At this crisis, we have many pictures of the Japanese, "as they really are." We see, on the one hand, a people almost too good for a wicked world, sober, honest, industrious, clever, artistic, well-educated, and patriotic to the point of fanaticism. On the other, we have a picture which puts in the light, glaring cleverness, industrialized patriotism, but supplying shadows of Machiavellian cunning, insatiable ambition, strong race antipathies, and Oriental views of morality and humanity only thinly veiled—in short, the Yellow Peril. The true Japanese is probably mid-way between these two extremes. He compares favourably with Europeans in many respects, and is inferior to them in others. Above all, his character is a peculiar point in its evolution. Unlike the Chinese, who despise

the military profession and say, "One does not make a nail of good iron nor a soldier of a good man," the Japanese have always regarded their military caste as an aristocracy. The origin of this sentiment goes far back to the dawn of history in the islands, but it has survived every change. The samurai, a military aristocracy, accomplished the renascence of Japan. If, however, the Japanese have made good leaders, they have also proved splendid followers, and here is one of the secrets of their success. The bulk of the people were emancipated from the feudal system, but they inherit and embody the feudal feeling, and it was the successful grafting of modern methods on to a medieval body which gives as the phenomenon of modern Japan. Below the medieval (and thoroughly Oriental) conception of a monarch we find a modern Parliament and an organised party system, and while Japan is too young in the exercise of political power to have elaborated the latter, there has been already a good deal of conflict in the popular assembly. When the common danger is past it is inevitable that some of the drawbacks, as well as the blessings, of a popular assembly should be felt in Japan, and that there will be conflict between the Oriental Monarchy and the Westernised Constitution.

The most puzzling feature about Japanese character is its lack of religion, combined with what looks at first sight like idealism. The fanatical devotion to their Emperor and country and the tenets of bushido are both, in one sense of the word, "religious," but they are not equal in breadth or depth to the spiritual conceptions which have played so great a part in the world's history. Admiral Togo's despatches, attributing success to the virtue of the Emperor's ancestors, are probably conceived in the same spirit as the "Trust in Gold and keep your powder dry," but nevertheless, these despatches are deliberately calculated to embody the sentiments of the bulk of the nation. The interesting question is, whether a nation can achieve true greatness on a materialistic basis? Were the Japanese an imaginative people no such question would arise, but as a matter of fact they are singularly devoid of imagination. They leave off just where Europe begins to move, and there is no comparison between their achievements and those of Italy, for example, in the realm of imagination and idealism. It is as a practical, hard-headed, materialistic race, with a delight for artistic craftsmanship, that the Japanese come before us to-day. They are a very poor people, and owing to the density of their population and the lack of rich natural resources in their country are likely to remain poor as a proletariat. An outlet for surplus population has been, for some time, a vital necessity, and the Japanese, with their love of the sea, are essentially a colonising people. Emigration has taken place chiefly, in default of colonies, to the United States and Hawaii. The check placed on expansion in the Pacific and America has inevitably turned the stream towards Northern Asia. The weakest point in Japan's position is her lack of capital. Until the success of the last two years financial investors were shy of Japanese securities, regarding her increasing expenditure as reckless. Her national debt is not heavy, and until war expenses began she had a surplus over expenditure, which was due to the extreme economy practised, the salaries of Government officials being on a scale quite unparalleled in any other civilised country. The credit of Japan is, of course, rising with her success, but even if she succeeds in obtaining a heavy indemnity, she will be crippled for some time by a lack of capital, and it is probable that she will encourage the introduction of foreign money by every means in her power, even by allowing foreigners to own land.

THE LOADING LIMIT.

TREATMENT OF FOREIGN SHIPS.

The writer of the Political Notes in *The Times* on July 28th discusses on the report presented by Mr. Bonar Law's Select Committee on the statutory requirements of foreign shipping. We understand, he writes, that the committee observe in their report that foreign ships which have taken any cargo on board at a port in the United Kingdom and are overloaded may be detained, but that there is no other penalty provided, no requirement as to marking, and no restriction as to the loading on inward voyages. In practice, foreign ships are frequently overloaded on voyages to the United Kingdom; they are also overloaded to a certain extent on voyages from this country, and the fact that they are not marked may in some cases assist them in escaping detection. The loading line fixes the limit to which it is safe and prudent to load, and the rules by which it is determined can at any time be modified to meet altered conditions. The committee do not think it will be unreasonable to require foreign ships to observe a loading limit when entering as well as leaving our ports, and to proscribe that they shall be marked with a load-line. It is desirable that foreign ship-owners and masters should realize that, being so marked, they would save themselves the trouble and delay that an inspection without its guidance, must involve. It would, the committee submit, be satisfactory if this loading limit could be fixed by international agreement, and they are informed that there is movement in some of the principal foreign countries in the direction of adopting a load-line.

The time, therefore, seems opportune for the Government to endeavour to arrange for the adoption of uniform rules of loading by the Governments of the principal maritime countries; but it would facilitate the negotiations if the Government were provided with adequate powers, as is the case in the matter of tonnage measurement under section 81 (3) of the Merchant Shipping Act, 1894. The committee recommend, therefore, that power be given to the Government to apply by Order in Council in ports of the United Kingdom the British rules as to load-line to the merchant ships of any country which do not comply with rules as to loading which are substantially equivalent to those in force in this country.

British ships at ports in the United Kingdom which by reason of the defective condition of their hull, equipments, or machinery, cannot proceed to sea without serious danger to human life, may be detained, but this provision does not extend to foreign ships. The committee do not think that foreign vessels ought to be allowed to go to sea from our ports if they are so unsafe as to endanger life, and they recommend that the provisions of section 49 of the Merchant Shipping Act, 1894, should in future be applied to foreign as well as British ships.

Where a grain cargo is loaded on board any British ship all necessary and reasonable precautions must be taken to prevent the grain cargo from shifting. This requirement does not apply to foreign vessels, although the regulations as to another kind of dangerous cargo, viz. timber, do apply to them. The committee recommend that foreign vessels which bring cargoes of grain to the United Kingdom should be required to adopt reasonable precautions and should, so far as is practicable, be subjected to the provisions of the Merchant Shipping Act which regulate the loading of grain in British ships.

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SHIPPING.

ARRIVALS.

AUSTRIA, Austrian str., 4,870, R. Calledani, 20th Aug.—Shanghai 20th Aug., General—Sandor, Wiel & Co.
BENELUX, British str., 2,679, A. L. Reid, 20th Aug.—London and Singapore 23rd Aug., General—Gibb, Livingston & Co.
HAWAII, Norwegian str., 1,006, C. Anderson, 20th Aug.—Chester 20th Aug., Sugar-Chips.
KALIFORNIA, British str., 980, Finlayson, 22nd August—Cebu via Iloilo 25th August, General—Butterfield & Swire.
KATANGA, British str., 1,755, McBride, 29th August—Kuching 25th August, Coal.—Malacca Bazaar 25th August.
PEKING, British str., 4,916, A. L. Valentini, 29th Aug.—London 22nd July and Singapore 24th Aug., General—P. & O. S. N. Co.
PROTECHER, FREDERICK, German str., 8,665, E. Prohn, 25th August—Yokohama 19th and Foochow 24th Aug., Mail and General—Melschers & Co.
ROD, German str., 4,961, G. Moines, 29th Aug.—London 22nd July and Singapore 24th Aug., Mail and General—Melschers & Co.
SINGAPORE, British str., 2,089, E. A. Chapman, 25th Aug.—Amoy 27th August, Tea and General—David & Co.
SPEZIA, German str., 4,118, T. Elders, 29th Aug.—Foochow 27th Aug., General—Hamburg-American Line.
TIGER, Norwegian str., 2,116, P. Buzze, 29th Aug.—Moj 22nd Aug., Coal—Shaw Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
20th August.
Opland, Norwegian str., for Koh.
Pura, British str., for Shanghai.
Salina, British str., for Manila & New York.
Wahaya, British str., for Amoy.

DEPARTURES
28th August.
Poussier, British str., for Koh.
19th August.
ALABAMA, British str., for Koh.
BENLARIA, British str., for Singapore.
HALIM, British str., for Swatow.
LUDRIAL, German str., for Hamburg.
LIGHTNING, British str., for Calcutta.
LYDIA, German str., for Nagasaki.
MACHET, German str., for Bunkok.
PROSTO, Norwegian str., for Haiphong.
PUNDIA, British str., for Amoy.
TAMING, British str., for Manila.

SHIPPIING REPORTS.

The British str. *Kaiyong* reports: Light winds and smooth sea.
The British str. *Katanya* reports: S.W. to N.W. winds and variable fine weather.
The British str. *Wahaya* reports: Light northerly winds and smooth sea throughout.
The German str. *Wonghui* reports: All the voyage nearly dead calm. The last day from Swatow to Hongkong moderate N.W. winds and rough easterly swell.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.—NORDDEUTSCHER LLOYD, BREMEN
FOR SHANGHAI, NAGASAKI, HIROKO AND YOKOHAMA.
THE Imperial German Mail Steamship
"ROON".

Captain M. inors will leave for the above places TO-DAY, the 30th inst., at 10 A.M.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.
Agents.
Hongkong, 29th August, 1905.

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE
JAPAN-CHINA-AUSTRALIA LINE
FOR YOKOHAMA AND KOBE
THE Steamship
"WILLEHAD",
Captain Oberauer, will leave for the above places TO-DAY, the 30th inst., at 4 P.M.
This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.
A duly qualified Surgeon and Stewardess are carried.
For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.
Agents.
Hongkong, 25th August, 1905.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY
STEAM FOR
PIUME AND TRIPSTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, BOMBAY,
ADM. SUEZ AND PORT SAID,
Taking Cargo at through routes to the BRAZIL,
TO SOUTH AFRICA, PERNAMBUCO, GULF, RED
SEA, BLACK SEA, LEVANT, VENICE AND
ADMIRALTY PORTS.)
THE Company's Steamship
"AUSTRIA".

Captain Collefer, will be despatched as above TO-MORROW, the 31st inst., P.M.
This steamer has splendid accommodation for passengers, electric light and carries a doctor.
To inquire, apply as to Passage and Freight
apply to
SANDER, WIELER & CO.
Agents.
Princes Building
Hongkong, 19th August, 1905.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at through routes to
PAWAQ, LAHAD DATE, LABUAN, JOLO,
ZAMBUNGA, MENADO, SIMPONGA,
US. KAN AND JESSELTON.
THE Company's Steamship
"BORNEC".

Captain F. Sembill, will leave for the above ports on SATURDAY, the 2nd September, at 9 A.M.
For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.
Agents.

HONGKONG, 29th August, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and these vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MALACCA	Brit. str.	—	G. W. Babot, R.N.R.	About 21st inst.	
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	—	P. & O. S. N. Co.	On 9th Sept., at Noon.	
LONDON VIA MANILA	BANGA	Brit. str.	—	P. & O. S. N. Co.	About 10th Sept.	
LONDON, AMSTERDAM & ANTWERP	PAKING	Brit. str.	1 m.	P. & O. S. N. Co.	On 12th Sept.	
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.	P. & O. S. N. Co.	On 26th Sept.	
LONDON, AMSTERDAM & ANTWERP	ALCINOUS	Brit. str.	1 m.	P. & O. S. N. Co.	On 10th Oct.	
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	P. & O. S. N. Co.	On 24th Oct.	
MAISSEUILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	French str.	—	G. Guinet	On 5th Sept., at 1 P.M.	
MAISSEUILLES, HAVER, DUNKIRK, &c.	LAOS	French str.	—	Abel	About 6th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	E. Prohn	To-morrow	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Elders	On 6th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Forck	On 20th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	v. Doehren	On 4th Oct.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Bahle	On 10th Oct.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Knissel	On 18th Oct.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Maden	On 1st Nov.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Schönfeld	To-morrow, P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Colden	On 29th Oct.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Campbell	About 29th inst.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Peterson	About 2nd Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Carlowitz & Co.	About Middle of Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Shewan, Tomes & Co.	On 20th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Standard Oil Co.	About 23rd Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	HAMBURG-AMERIKA LINE	About 5th Oct.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	CANADIAN PACIFIC R. Co.	On 13th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	CANADIAN PACIFIC R. Co.	On 20th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Dodwell & Co. Ltd.	On 15th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	BUTTERFIELD & SWIRE	On 3rd Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	POLENT & ASIATIC S.S. Co.	On 1st Sept., at Daylight.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	NIPPON YUSHIN KAISHA	About 22nd Sept., at Moon.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	GIBR. LIVINGSTON & CO.	On 6th Sept., at Noon.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	MELCHERS & CO.	On 19th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	MELCHERS & CO.	To-morrow, at 3 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	P. & O. S. N. Co.	About 31st inst.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	BUTTERFIELD & SWIRE	On 6th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	On 9th Sept., at 3 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	To-day, at 10 A.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	OSAKA SHOSEN KAISHA	To-morrow, at Noon.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	BUTTERFIELD & SWIRE	On 2nd Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	About 4th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Rorke	On 6th Sept., at Noon.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	C. D. Goldsmith, R.N.R.	About 7th Sept.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	P. & O. S. N. Co.	On 3rd Sept., at 10 A.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Krabbe	On 10th Sept., at 10 A.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	H. Oita	On 6th Sept., at 10 A.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Thorstensen	To-morrow, at 11 A.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	A. E. Hodges	On 1st Sept., at 4 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Douglas LaFaire & Co.	On 2nd Sept., at 9 A.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	On 1st Sept., at 3 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JARDINE, MATHESON & CO.	On 5th Sept., at 3 P.M.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	C. E. Davison	On 11th Sept., at Noon.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	Cogliolo	Quick despatch.	
BUENOS AIRES, &c.	BUENOS AIRES	Brit. str.	—	JAVA-CHINA-JAPAN LIJN		

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	LEAVING	THE CO.'S S.S.	LEAVING	THE CHARTERED S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	SUNDAY, 10th Sept.	"DAIJIN MARU"	10 A.M.	H. OHTA	10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	THURSDAY, 31st	"TRIUMPH"	Aug., at Noon.	A. HANSEN	Aug., at Noon.
TAMSUI VIA SWATOW AND AMOY	SUNDAY, 3rd Sept.	"PROTEUS"	10 A.M.	KRABBE	10 A.M.
ANPING VIA SWATOW AND AMOY	WEDNESDAY, 6th	"PROMISE"	Sept., at 10 A.M.	THORSTENSEN	Sept., at 10 A.M.

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

T. ARIMA, Manager. [14]

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 6th September.
GLASGOW and LIVERPOOL	"DIOMED"	On 14th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 14th September.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st September.
GLASGOW and LIVERPOOL	"TYDEUS"	On 24th September.
GLASGOW and LIVERPOOL	"CHINGWOO"	On 25th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 5th October.
GLASGOW and LIVERPOOL	"HOMEWARDS."	
LONDON, AMSTERDAM and ANTWERP	"PAKING"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 10th October.
LONDON, AMSTERDAM and ANTWERP	"AGAMEMNON"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.
• Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"JASON"	On 3rd September.
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST	"TYDEUS"	On 1st October.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"YANGTSE"	On 29th September.
	"KEEMUN"	On 30th October.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 18th August, 1905.

CHINA NAVIGATION CO.
LIMITED.

FOR WEIHAIWEI, CHEFOO, NEW
CHOWAN'S and TIENTSIN

CEBU and ILOILO

SHANGHAI

MANILA, ZAMBOANGA PORT
DAIWEN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY and
MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

EDUCATED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 20th August, 1905.

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.

SHANGHAI "TINGSANG" Thursday, 31st Aug., 3 P.M.

KOBE and YOKOHAMA "KUMSANG" Thursday, 31st Aug., 3 P.M.

SINGAPORE, SOURLABAYA and "HINSANG" Friday, 1st Sept., 3 P.M.

SAMARANG "YUENSANG" Friday, 1st Sept., 4 P.M.

SHANGHAI "HANGSANG" Saturday, 2nd Sept., 3 P.M.

SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 5th Sept., 3 P.M.

TIENTSIN "WOSANG" Saturday, 9th Sept., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking cargo on through Bills of Lading to Choofoo, Tientsin, Newchwang and Yangtze
Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

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Hongkong, 30th August, 1905.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTINE, BLACK SEA AND BALTIK PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PRINZ EITEL FRIEDRICH WEDNESDAY 30th August.

PREUSSEN WEDNESDAY 13th September.

ROON WEDNESDAY 27th September.

BAUERN WEDNESDAY 11th October.

ZIETEN WEDNESDAY 25th October.

PRINZESS ALICE WEDNESDAY 8th November.

SACHSEN WEDNESDAY 22nd November.

PRINZ REGENT LUITPOLD WEDNESDAY 6th December.

PRINZ HEINRICH WEDNESDAY 30th December.

PRINZ EITEL FRIEDRICH WEDNESDAY 3rd January.

PREUSSEN WEDNESDAY 17th January.

ROON WEDNESDAY 31st January.

BAUERN WEDNESDAY 14th February.

ZIETEN WEDNESDAY 28th February.

ON WEDNESDAY, the 30th day of AUGUST, 1905, at NOON, the Steamship
"PRINZ EITEL FRIEDRICH" Captain E. Prehn, with MAIIS, PASSENGERS
SPECIFIC, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted at NOON, on MONDAY, the 25th August, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 26th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th August, 1905.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"TARTAR" 4,424 Tons Com. W. Davison, L.N.R. WEDNESDAY, 13th Sept.

"EMPEROR OF JAPAN" 6,000 Tons Com. W. Davison, L.N.R. WEDNESDAY, 20th Sept.

"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, L.N.R. WEDNESDAY, 18th Oct.

"ATHENIAN" 3,882 Tons Com. R. Archibald, L.N.R. WEDNESDAY, 1st Nov.

"EMPEROR OF INDIA" 6,000 Tons Com. E. Eastham, L.N.R. WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class, via St. Lawrence 250, via New York 162.

Intermediate on Steamers, 240. " 2nd Class, 120. " 1st Class Rail, 240. " 2nd Class Rail, 120. "

Optimal Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 31st inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

Captain Babbie, having arrived from the above ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 31st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 25th August, 1905. [179]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer, Tons. Captain. Sailing Date.

LYRA 4,417 G. V. Williams Friday, September 15th

PLEIADES 3,753 F. G. Parson Saturday, October 7th

SHAWMUT 9,006 E. V. Roberts Saturday, October 14th

TREMONT 9,006 T. W. Garlick Saturday, November 4th

4 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

POST OFFICE NOTICES.

The *U.S. Coptic* with the American mail left Yokohama for this port via Manila on Wednesday the 23rd Inst. The *Polytechnic*, with the French mail of the 4th August, left Singapore on Monday, the 26th August, at 5 p.m., and may be expected here on or about Monday, the 11th September. This packet brings replies to letters despatched from Hongkong on the 1st July.

• *Post*—Mails for CANTON, SAMSHU1 and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for NAMDAO, SANHOU, KONGMUN, KUMCHUK, SAMSHU, WUCHOW and

CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

• No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Amoy, Straits and Rangoon	Wednesday, 30th, 8.00 a.m.	<i>Waihara</i>
Shanghai, Nagasaki, Kobe and Yokohama	Wednesday, 30th, 8.00 a.m.	<i>Room</i>
(Supplementary)		
Quang Chow Wan, Canton, Pakhoi and Haiphong	Wednesday, 30th, 9.00 a.m.	<i>Hue</i>
Europe, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	Wednesday, 30th, 10.00 A.M.	<i>P. E. Friedrich</i>
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Wednesday, 30th, 11.00 A.M.	
Macao	Wednesday, 30th, 11.15 P.M.	<i>Hongkong</i>
Yokohama and Kobe	Wednesday, 30th, 11.30 P.M.	<i>Wilem</i>
Nagasaki, Kobe and Yokohama	Wednesday, 30th, 11.45 P.M.	<i>Beaufort</i>
Manila	Wednesday, 30th, 12.00 P.M.	<i>Shimou</i>
Singapore	Wednesday, 30th, 12.15 P.M.	<i>Special</i>
Singapore and Calcutta	Wednesday, 30th, 12.30 P.M.	<i>Alviro</i>
Swatow, Amoy, Foochow and Shanghai	Wednesday, 30th, 12.45 P.M.	<i>Triumph</i>
Swatow, Amoy and Foochow	Wednesday, 30th, 1.00 P.M.	<i>Hoover</i>
Balacan, Samarang, Sourabaya and Macassar	Wednesday, 30th, 1.15 P.M.	<i>Titan</i>
Shanghai	Wednesday, 30th, 1.30 P.M.	<i>Trueng</i>
Kobe and Yokohama	Wednesday, 30th, 1.45 P.M.	<i>Kunmien</i>
Macao	Wednesday, 30th, 2.00 P.M.	<i>Hengchuan</i>
Wei-hui-wei, Chefoo, Newchwang and Tientsin	Wednesday, 30th, 2.15 P.M.	<i>Kansu</i>
Keeling, Moji, Kobe, Yokohama and Port-land (Or)	Wednesday, 30th, 2.30 P.M.	<i>Aragonia</i>
Macao	Wednesday, 30th, 2.45 P.M.	<i>Hengshan</i>
Singapore, Sourabaya and Samarang	Wednesday, 30th, 3.00 P.M.	<i>Holiday</i>
Cebu and Ilolo	Wednesday, 30th, 3.15 P.M.	<i>Kaifong</i>

TO-DAY.

Sale, Lead-hand Property, Sales Rooms, Messrs. Hughes & Hough, 3 p.m. *TO-MORROW.*

Sale, Household Furniture, 37, Wyndham Street, Messrs. Hughes & Hough, 2.50 p.m.

Annual general meeting of the Hongkong Civil Service Cricket Club, 5.30 p.m.

COMMERCIAL.

CLIPPING QUOTATIONS.

29th August.

ON LONDON—
Telegraphic Transfer 1/13

Bank Bills, on demand 1/13

Bank Bills, at 30 days' sight 1/14

Bank Bills, at 4 months' sight 1/14

Credits, at 4 months' sight 1/14

Documentary Bills, 4 months' sight 1/14

ON PARIS—
Bank Bills, on demand 2/4

Credits, at 4 months' sight 2/4

ON GERMANY—
On demand 1/9

ON NEW YORK—
Bank Bills, on demand 4/3

Credits, 60 days' sight 4/8

ON FRANCE—
Telegraphic Transfer 1/45

Bank, on demand 1/45

ON CALCUTTA—
Telegraphic Transfer 1/45

Bank, on demand 1/45

ON SHANGHAI—
Bank, at sight 7/1

Private, 30 days' sight 7/2

ON YOKOHAMA—
On demand 5/5

ON MANILA—
On demand—Poses. 6/5

ON SINGAPORE—
On demand 9 p.c. p.m.

On Batavia—
On demand 1/17

ON HONGKONG—
On demand 1 p.c. p.m.

ON SAIGON—
On demand Par.

ON LANGKOK—
On demand 5/1

SOVEREIGN, Bank's Buying Price 10. 15

GOLD LEAF, 100 fine, per tael 53.55

PAR SILVER, per oz. 28/4

OPIUM.

29th August.

Quotations are—Allowed not to 1 catty.

Maka New \$1100 to — per picul.

Maka Old \$1100 to —

Maka Old \$1270 to —

Maka Old \$1340 to —

Persian fine quality \$1050 to —

Persian extra fine \$1120 to —

Persian New \$1100 to — per chest.

Persian Old \$1082 to —

Bananas New \$1082 to —

Bananas Old \$1042 to —

VESSELS EXPECTED.

THE FRENCH MAIL

The M.M. str. *Polymer* left Singapore on the 28th Aug. at 5 p.m. for this port via Saigon.

THE AMERICAN MAIL

The O. & O. str. *Coptic* sailed from Yokohama on the 23rd Aug. for Hongkong via Kobe, &c., and is due here on the 3rd Sept.

The E.M. str. *Sidonia*, which left San Francisco on the 16th Aug., will arrive in Yokohama on the 31st Aug., and may be expected here on the 13th Sept.

THE CANADIAN MAIL

The C.P.R. str. *Empress of Japan* arrived at Yokohama at 8.30 a.m. on Monday, the 24th Aug., and left again at 3 p.m. same day for Kobe, where she was due to arrive at 3 p.m. yesterday.

MERCHANT STEAMERS

The O.S. & C.M. str. *Jason* left Singapore on the 26th Aug. at daylight, and is due here on the 31st Aug.

The E. & A. str. *Australasia*, from Sydney, &c., left Port Darwin on the 26th Aug., for Manila and Hongkong.

The C.P.R. str. *Tarbor* arrived at Kobe at 9 a.m. on Sunday, the 27th Aug., and left again at 3 p.m. on Monday via Nagasaki for Shanghai, where she is due to arrive at 3 a.m. on Friday, the 1st Sept.

The J.C.-L. Lijn str. *Booy* left Moji via Amoy for 10/2 part on the 28th inst., and may be expected here on the 4th Sept.

The N.G.L. str. *Isle* left Singapore for this port on the 29th Aug., a.m., and may be expected here on the 4th Sept.

The str. *Natsuno* sailed from New York on the 5th June.

The str. *Loach*, Castle-left New York on the 5th Aug. for China and Japan.

The P. & A. str. *Nicomedie* left Portland on the 17th Aug., and is due here on the 16th Sept.

STEAMERS PASSED THE CANAL.

August 1st—*Bonchurch*, *Geite*, *Sicci*, *Wray Castle*, 4th—*Agamemnon*, *Peru*, *Jason*, *Silesia*, *Ast*, 5th—*Roon*, *Sylvia*, *Slavonia*, *Savoy*, 11th—*Polytechnic*, *Palermo*, *Tecumseh*, *Longsor*, 15th—*Boilavore*, *Glenstree*, *Glaucus*, *Sachsen*, *Sib*, *Montrose*, 18th—*Kanso*, *Andalusie*, *Bennion*, *Flinshire*, *Novopol*, *Beihill*, 22nd—*Boyan*, *Siamese*, *Java*, *Nippon*, *Carina*, *Socotra*, 25th—*Caledonian*, *Dardanus*, *Hyson*, *Schwan*, *hors*.

ARRIVALS AT HOME.

August 25th—*Annan*.

JOINT STOCK SHARES.

Hongkong, 29th August.

COMPANY.	PAID UP.	QUOTATIONS.	BANKS
THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.			
INCORPORATED BY ROYAL CHARTER, 1851.			
HEAD OFFICE—LONDON.			
Banks—	\$200	\$100.	
Hongkong & Shanghai	\$125	\$80.	London, 25th Oct.
National B. of China	25	\$28, buyers	London, 25th Oct.
Bell's Asbestos E. A.	125	\$7, buyers	London, 25th Oct.
China-Borneo Co.	12	\$11.75.	London, 25th Oct.
China Light & Power Co.	10	\$10.	London, 25th Oct.
China Provincial	10	\$9, buyers	London, 25th Oct.
Cotton Mills—	10s.	1s. 49.	
Hongkong	50	1s. 40.	
International	75	1s. 34.	
Laon Kung Mow	100	1s. 57. buyers	
Seychelles	100	1s. 20.	
Dairy Farm	80	1s. 17.	
Docks and Wharves—	100	1s. 17.	
Fairbairn, B. & Co.	100	1s. 17.	
H. & K. Wharf & G.	80	1s. 10.	
H. & W. Dock	100	1s. 10.	
New Anoy Dock	80	1s. 17.	
Slim & Wharf	100	1s. 12.	
Fenwick & Co., Geo.	25	25.	
G. Island Cement	10	1s. 8.	
Hongkong & C. Gas	20	1s. 7.	
Hongkong Electric	10	1s. 6.	
Do. New	5	1s. 5.	
H. H. L. Tuanway	100	1s. 15.	
Hongkong Hotel Co.	25	25.	
Hongkong Ice Co.	25	25.	
Hongkong Rope Co.	20	1s. 12.	
Hongkong S. Waterboat	10	1s. 14.	
Insurances—			
Canton	\$50	\$33.5.	
China Five	\$20	\$18.	
China Traders	\$25	\$19.	
Hongkong Fire	\$50	\$25.	
North China	45	\$16.	
Yangtze	\$60	\$17.21.	
Land and Building—			
Hongkong Land & B.	\$100	\$125.	
Humphrey's Estate	\$10	\$12.	
Kowloon Land & B.	\$30	\$40.	
Shanghai Land	50	1s. 22.	
West Point Building	\$50	\$56.	
Mining—			
Charbonnages	Frs. 250	\$490.	
Raubs	19/10	\$52.	
Philippine Co.	\$10	\$91	